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**CENTRAL INTELLIGENCE GROUP  
INTELLIGENCE REPORT**

~~CONFIDENTIAL~~

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**COUNTRY** Germany (Russian Zone)

**SUBJECT** Reconstruction of Oder Bridges at Küstrin  
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**ORIGIN**

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

DATE: 13 August 1944  
PAGES: 1  
SUPPLEMENT: ATTACHMENT: 1 map

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1. The Oder River bed near Küstrin (V66) is filled with sand and is not navigable. The following bridges were observed in the area:
  - a. Two iron railroad bridges have been repaired for single track rail traffic.
  - b. Road bridges have been replaced by four-lane wooden bridges. These temporary bridges are strong enough to support tanks.
  - c. The bridge in the southwest section, made of iron, is to be finished within six or eight months. The wooden bridge in this section has only one passage-way.
  - d. The bridge in the northern section is being salvaged.
2. The barracks, partially damaged, house a construction battalion consisting of three companies with a total of 1,800 men. These workers, drafted in the eastern part of the Russian Zone, are supposed to be relieved every three months, but many of them have been in service for more than five or six months. Their average age is thirty years. They receive rations equivalent to those obtainable through Berlin ration cards II and III. The men are not permitted to leave the peninsula and are watched by the border police.
3. The border police patrol a restricted area one kilometer from the border. Papers are checked and travelers are often interrogated at the komendatura.
4. Documents examined in the railroad station revealed that ten to eighteen trains, loaded with goods, leave Küstrin daily for Insterburg, Kovel and Brest-Litovsk. On 12 June, a train of thirty-seven sealed cars hauled 512 tons of barley eastward. With the exception of a few trains carrying military equipment, all westbound trains are empty, source claims. Railroad workers stated that strain is evident between the Russians and the Poles, and the latter return all railroad cars whose manifests are not absolutely in order.

CLASSIFICATION

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NO CHANGE IN CLASS

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